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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all genera questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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SALE OF AUXILIARY NAVAL VESSELS.

The Navy Department has directed the sale of six vessels which which were purchased for the use of the Navy just before the outbreak of the late war, and are now found to be of no further service. Accordingly, advertisements will be issued inviting proposals for the purchase of these vessels. They have already been appraised, and the sale will be to the highest bidder in each case. The vessels are as follows: The Governor Russell, a ferry boat of 631 tons, now at Boston; the East Boston, another ferry boat of 732 tons, also at Boston; the steamship Vulcan, which was used as a repair ship during the war, a vessel of 3,530 tons, now at the League Island Navy Yard; the Enquirer, a yacht of 136 tons, now at the New York Navy Yard; the Scipio, a steamship collier, of 6,864 tons, also at the New York Navy Yard, and the Niagara, a 5,221-ton ship, at New York. The appraised value of the vessels is: Russell, $35,000; East Boston, $30,000; Vulcan, $100,000; Enquirer, $20,000; Scipio, $25,000, and Niagara, $60,000. Bids will be opened in the office of the Secretary of the Navy July 19, next.

ENGLISH LLOYD'S PRE-EMINENCE.

Great Britain to-day stands pre-eminently the mistress of the world's shipping interest. Her tonnage is greater than that of all the nations of the world put together; her ships carry five-eighths of the deep water freight afloat, and she buys and sells half the cargoes on the ocean.

Her success is no secret; it has certainly not been due to chance, but has grown from the spirited interest in ships that every British subject takes, and has always taken. The spirit has culminated in the great corporation known as the "London Lloyds," which corporation more or less dominates every vessel, no matter what nationality, that sails in foreign trade. In its list of shipping ("Lloyd's Register") it has stamped or "omitted" to stamp the quality of every foreign-going vessel afloat. It has been the means of concentrating the marine insurance business to such an extent that British companies carry seven-eighths of the risks of the world, says H. Phelps Whitman in the Atlantic Monthly.

For two hundred years, since the days when underwriters and men connected with shipping met at the coffee house of Edward Lloyd in London, and applied the principles of marine insurance taught them by the Lombards, British ship-owners have sent their ships to sea with feelings of absolute safety; for they hold a paper underwritten at Lloyd's as good as gold, in case of accident to their property. The board of directors in this corporation represents the entire shipping interest of Great Britain. It has fifteen hundred agents in various parts of the world—men with thorough knowledge of ships in general, whose duty it is to report shipping news. As a result Lloyds is a tremendous power; the words of its experts are accepted before parliamentary committees as truisms, and its authority in the manner of ratings has given it the control of the world's over-sea traffic.

VESSELS HAILING FROM CHICAGO.

The tonnage owned in the Chicago district January 1, 1899, numbered 58 screw steamers, 5 side-wheelers, 69 tugs, 17 steam cannallers, 5 city fireboats and 19 steam yachts, the aggregate tonnage amounting to 173 steam craft, of 38,160 net tons.

The total sail craft consisted of 86 schooners of 20,156 net tons, 3 schooner rigged tow barges, 3 barges, 4 sloops and 33 yachts, making a total of 129 craft, aggregating 26,601 net tons, or a grand total of 302 vessels of 64,761 net tons.

TO TAX IRON ORE.

The proposition has been made by the Michigan legislature to tax all iron ore mined three cents per ton, and to tax copper mines that produce 50,000,000 pounds or over one-half cent per pound; those producing between 10,000,000 and 50,000,000 pounds, one-fourth of a cent per pound; on producers of 5,000,000 and under 10,000,000 pounds, one-eighth cent, and under 5,000,000 pounds, one-sixth of a cent per pound. The Michigan Peninsula citizens are fighting the proposition. "Iron Ore" points out that iron ore which sells for $3.25 per ton in Cleveland, is to be taxed no more than ore that only brings $2.50, and where 40 cents a ton has to be paid for the privilege of mining. The mines are now taxed to support towns and counties in which they are situated. In Minnesota, in lieu of such taxes, the ore is taxed one cent per ton. Comparing the two, it is said that Michigan ore will be taxed 12 cents per ton more than Minnesota ores under the new law. The Calumet and Hecla copper mine would, on the production of 1898, be taxed $432,213.60, amounting to $4.32 per share on the capital stock. The Calumet and Hecla is cited as being a generous instead of a greedy corporation, and Governor Pingree, who favors the proposed tax, praised the corporation for its treatment of its employes and its liberality.

COAST SHIPBUILDING.

The Bath Iron Works, Bath, Me., closed a contract this month with the New York, New Haven & Hartford Railroad for the construction of two powerful ocean tugs to be of steel throughout. The boats will be used in New York harbor. The cost of both will be $180,000.

Two steamers building at Sparrow's Point, Md., for the Boston Towboat Co., will be named Pleiades and Hyades. The work on them is progressing rapidly. They will not be confined to coal carrying, but wherever advantageous charters may offer. Capacity about 5,000 tons; length between perpendiculars, 324 feet; beam molded, 47 feet; depth 28 feet; engines, triple-expansion; cylinders, 21, 35 and 56 inches, and 42 inch stroke; working pressure, 170 pounds per square inch; piston speed, 700 feet a minute. They will be completed and ready for service October next.

Shipping.—A stipulation reciting that prior to the departure of a vessel on a voyage claimants made advances to her owners, and that upon her return the cargo was taken by claimants in payment of the advances, admits that the owners of the vessel owned the cargo up to the time when claimants took it, and that no freight has been paid therefor. Whitney et al. vs. Tibbol et al., 93 Fed. Rep. (U. S.) 686.

U. S. NAVY VESSELS UNDER CONSTRUCTION.

The progress that is being made on all classes of ships now building for the Navy is given in the monthly report prepared this week by Admiral Hichborn. It shows that three battleships are so far advanced that they may be expected ready for active service by the beginning of next year, and that within a small period a large number of torpedo craft will also be in service. Of the battleships building the Kearsarge and Kentucky are nearest completion, and both should have their trial trips early this autumn. The Alabama, which differs materially in battery arrangement, is rapidly nearing completion also, and will be in service within a few months of the Kearsarge and Kentucky. The report, showing the degree of completion of the different vessels, is as follows:

Battleships—Kearsarge, 91 per cent.; Kentucky, 89 per cent.; Illinois, 65 per cent.; Alabama, 85 per cent.; Wisconsin, 70 per cent.; Maine, 6 per cent.; Missouri, not started; Ohio, 5 per cent.

Sheathed cruisers—Albany, 80 per cent.

Monitors—Arkansas, not started; Connecticut, 6 per cent.; Florida, 7 per cent.; Wyoming, 8 per cent.

Torpedo boat destroyers—Bainbridge, 10 per cent.; Barry, 10 per cent.; Chauncey, 10 per cent.; Dale, 7 per cent.; Decatur, 7 per cent.; Hopkins, 19 per cent.; Hull, 19 per cent.; Lawrence, 21 per cent.; MacDonough, 20 per cent.; Paul Jones, 15 per cent.; Perry, 15 per cent.; Preble, 15 per cent.; Stewart, 2 per cent.; Truxton, 3 per cent.; Whipple, 3 per cent.; Worden, 3 per cent.

Torpedo boats—Dahlgren, 97 per cent.; T. A. M. Craven, 94 per cent.; Stringham, 77 per cent.; Goldsborough, 70 per cent.; Bailey, 56 per cent; Bagley, 8 per cent.; Barney, 8 per cent.; Biddle, 8 per cent.; Blakely, 30 per cent.; DeLong, 30 per cent.; Nicholson, 33 per cent.; O'Brien, 33 per cent.; Shubruck, 30 per cent.; Stockton, 29 per cent.; Thornton, 29 per cent.; Tingey, 21 per cent.; Wilkes, 7 per cent.

Training vessel for Naval Academy—Chesapeake, 90 per per cent.

Submarine torpedo boat—No. 1 Plunger, 85 per cent.

THE MILLENIUM, NOT YET.

The "Admiralty Horse Guards Gazette," in connection with the peace conference at the Hague, calls attention to the fact that the proposition of the Czar was no sooner communicated to the various governments of Europe than they one and all began to increase, in some cases to very materially increase, the strength of their existing land and sea forces. More remarkable still, the government of the Czar is increasing the army and navy of Russia at a rate unprecedented even in those decades which have seen the organization of hosts compared with which the largest armies ever commanded by Marlborough, Frederick the Great, Savaroff, Wellington, or Napoleon were utterly insignificant. According to late returns, regarded as being perfectly reliable, Russia had in commission at the beginning of the year 18 battleships, 23 cruisers, 73 torpedo vessels. To the 109,000 tons, to which the aggregate of displacement of her cruisers amounts, an addition of 26,900 is being made, and the 145,000 tons aggregate displacement of her battle-ships will be increased by new construction of similar type, aggregating 80,000 Nor are the additions very lately made or now being made to her land forces less considerable. Her artillery is being re-armed with quick-firing guns, strong reinforcements have hurried into Turkestan and Eastern Siberia, and new corps are being organized. Germany, France, Italy and Austria are straining every nerve to increase their already great armaments and of Great Britain, and even the United States, the same tale of ever-increasing warlike expenditure might be told as of France and Germany.

NEWS AROUND THE LAKES.

DETROIT.

Special Correspondence to The Marine Record.

The United States tenders Warren and Hancock received a general overhauling at Oades' yard last week.

M. M. Sullivan's monster new dredge is receiving her machinery and hoisting apparatus at the Detroit dry dock.

The hull of the old revenue cutter Andrew Johnson, sunk last week on Bois Blanc Island beach, mouth of Detroit river. It was being put in shape for lightering purposes by James Atkinson, of Detroit, and will be raised.

The schooner Santiago, built by Capt. James Davidson at West Bay City, and hailing from Port Huron, is, according to Government measurements 2,600 gross and 2,525 net tons. There are no fractional parts of tons now taken into account.

Charles G. Nielsen, Sandusky, and E. S. Carter, of Erie, bought the wrecked steamer Tampa from the underwriters, the Prime-McCurdy syndicate, of Chicago. After being repaired the boat's name is to be changed and she will be given a first class rating. Mr. McBrier, of Erie, is probably the actual purchaser.

I notice a newspaper item this week stating that an old screw steamer will shortly go into "commission as a tramp." The ubiquitous marine reporters of our dailies will soon be placing ice boats out of commission and chronicling garbage boats as being placed in commission for a cruise to the Lake Erie end of the river.

Mr. Frank E. Kirby states that Mr. A. Angstrom, of the Bertram Engine Works, and himself have prepared plans for a steamer to run through from Toronto to Montreal, and also for a type of steamer for service on the St. Lawrence alone, but the Richelieu & Ontario Navigation Co., although certain to undertake the building of three new vessels, is yet undecided.

Ed. Raines, mate on the A. A. Parker for eight years, will be promoted to master of the steamer St. Paul, now undergoing repairs at the Orleans street yard of the Detroit Ship Building Co. Mates make masters, and Capt. Rains has had experience enough, besides being well-spoken of by those who ought to know his qualifications. Would have been better though, if he had been given a better command.

General Alger, Secretary of War, has been on a tour and inspected Lake Superior harbor improvements this week. Every possible argument has been offered him to cancel the proposed transfer of Major C. B. Sears to Porto Rico. The important marine interests of Lake Superior are a unit in their desire that he be retained in charge of the work on Lake Superior he has so successfully planned, inaugurated and managed for some years past.

The West Bay City Ship Building Co. filed articles of incorporation at Lansing this week, capitalized at $500,000. F. W. Wheeler owns all but four shares of the stock. This is preparatory to turning the property over to the American Ship Building Co. Mr. Wheeler comes out of the deal, excellent financially, and he has done so through the grace of the Bessemer Steamship Co., (J. D. Rockefeller) Cleveland, who, it is known, were willing to stand by him in his competition with other builders.

In a rambling nonsensical kind of an article the Free Press last week raved about what it called the hoggishness of the masters of large boats in demanding the whole fairway in a narrow channel. This was because the tow barge Krupp poked her nose into the bank at Harsen's Island, to avoid colliding with an up-bound boat. The scribe on the Free Press is unfortunate in his comparisons and terms, as a matter of fact, the Krupp is one of the largest steel vessels on the lakes, and, being bound down she had the right of way, yet, with these main points in her favor, she was grounded to avoid collision. The Free Press copy maker also says: "Certainly no court would uphold the big boat if another came to grief through the refusal of the larger boat to give up some of the room. Strange to say, there has never been a lawsuit in which a question of this kind was involved. The little fellows and passenger steamers have always made haste to get out of the way." The little fellows, as well as the big fellows must abide by the "rule of the road." According to ordinary practice there could be no law suit, the vessel which has the right of way must keep her course and speed, it's the other fellow that has to act, the big fellow could not meet the little fellow end on and ram him as suggested, the descending boat has the right of way, anywhere else both would have to port. For making a long-winded, re-hashed story, covering no point, this Free Press man is all there. In this instance he started out on his half column fable by stating that "more definite facts should be obtained before judgment is passed," and then he begins his roast on the handling of big boats.

THE following is taken from the Alpena Evening Echo, June 19: "The annual explosion in the bay at Traverse City occurred Friday. The water boiled furiously for several minutes and finally burst into the air with considerable force, raising a large body of water about four feet above the surface. These submarine disturbances have been a mystery for many years, and as yet no explanation has been made to account for the disturbances. The gushing of the water was observed by many persons."

CHICAGO.

Special Correspondence to The Marine Record.

There is a scarcity of seamen at this port, although $1.75 per day is being paid by vessels in the lumber trade.

The steamer City of Milwaukee is having her bottom cleaned and painted at the Chicago Ship Building Co.'s drydock at South Chicago.

The L. S. & M. S. Trans, Company's steel steamer Manitou will commence this season's service between Chicago and Mackinaw Island on the 22nd inst.

The Chicago Star Construction Co. are the successful bidders for dredging the outer harbor at this port. The sum of $100,000 will be expended on the work.

Capt. Miles Barry has sold the barge Bronson to Capt. John Madden, of Tonawanda, for $1,800. She will be put in the lumber trade between Menominee and Buffalo.

James Wallace, general manager of the American Ship Building Co., was in this city Saturday and paid a visit to the Chicago Ship Building Co.'s yard at South Chicago.

The schooner Lotus, Capt. Robert Slater, sprung a leak on Lake Michigan Thursday and put into Sturgeon Bay Saturday. She is partially waterlogged and will tow to Chicago.

The Goodrich Transportation Co.'s whaleback steamer Christopher Columbus will arrive here this week from Manitowoc and leave for her first trip to Milwaukee on the 24th inst.

The L.M. & L.S. Trans. Co's steamer Manitou arrived here from South Chicago, Tuesday, many invited guests were on board. The Manitou has received new machinery and a thorough overhauling, at a cost of $40,000.

Grain rates are firm this week at 2 cents on corn to Buffalo. There is a demand for every boat on the market. Some owners refuse the 2-cent rate, preferring to send their vessels to Escanaba for ore at 70 cents per ton, which they say they can obtain.

J. J. Rardon & Co. chartered the steamer Shenandoah for clipped oats to Erie at 1½ cents, the steamers City of Cleveland, City of London, Mecosta, and Phenix for corn to Buffalo at 2 cents, and the steamer W. P. Ketchum for corn to Goderich.

The new steamer Illinois, built for the Northern Michigan Transportation Co., is receiving the finishing touches at South Chicago. She will be ready for trial at the end of the week, and will make her first trip June 28. Passages have been booked as far ahead as July 20.

Capt. Peter Barry has established a new tug line at South Chicago. His fleet of tugs comprise the Tomlinson, Satisfaction and D. P. Hall. His tugs will be sent into Chicago with and for tows, regardless of his brother's business. They operate the Barry Independent Tug Line at this port.

Marine men at this port are highly gratified with the decision of the Treasury Department exonerating Capt. Chas. A. Richardson, local inspector of hulls, from the charges made against him by Lieut. W. J. Wilson, U. S. N., of discriminating against the pupils of his nautical school, in their examination for licenses.

The underwriters have effected a settlement with Wiley M. Egan, of this city, owner of the steamer City of Rome, which was damaged on Lake Erie. Under the agreement Mr. Egan again becomes owner of the boat, the underwriters paying all wrecking and repair claims against the craft and giving him $30,000 in addition.

The Neagle tug ordinance compelling steamers to tow when passing above Rush street bridge, has been defeated on the grounds mentioned in the MARINE RECORD last week, viz., the bill would be harmful to the increase of shipping in the river, and would likely drive lake commerce to the Calumet. On these arguments the aldermen based this decison.

The steamer Shenandoah entered the harbor at South Chicago at 3 o'clock Saturday afternoon with 3,300 tons of iron ore on board. At 4 o'clock Sunday afternoon the Shenandoah sailed with 161,000 bushels of oats in her hold. This record in the rapid handling of cargoes has seldom been excelled on the lakes. It also shows the drive now prevailing in marine business.

The schooner-barge Manila was launched at the Chicago Ship Building Co.'s yard at South Chicago on Saturday. She was built for the Minnesota Steamship Co. Her dimensions are 450 feet over all, 50 feet beam, 29 feet molded depth, and she will carry 7,000 tons. She has fifteen hatchways, two watertight bulkheads extending to her spar deck and a water bottom 4½ feet in depth, She has three steel masts and steel booms and gaffs.

Applications will be received for thirty days at the office of the United States lighthouse inspector, room 1431 Marquette Building, for the purpose of forming an eligible list from which to fill vacancies for assistant keepers of lighthouses which may occur in the ninth lighthouse district for one year from date of examination. The ninth lighthouse district includes Lake Michigan, Green Bay and tributary waters lying west of a line drawn across the Straits of Mackinac, at Mackinac Point, Michigan. This examination will be held under the rules of the civil service commission. All applications received will be examined, the applicants graded according to merit, and a list of those eligible for appointment forwarded to the Light-House Board.

The steamer C. W. Moore, Capt. John Nicholson, went into service in the passenger and freight business between Chicago, Waukegan and Kenosha on Tuesday, and will make daily trips, leaving Chicago at 9 a. m. and returning at 9 p. m. The Moore took two full excursion parties out of Waukegan on Saturday and one from Kenosha to Chicago and return on Sunday. The steamer is licensed to carry 450 excursionists and the fare of 50 cents for the round trip to Waukegan and back and 75 cents to Kenosha and back should make her popular. Eugene McKernan is manager.

Funeral services for Capt. Robert Liston, who died Monday at his residence, 3,809 Lake avenue, were held on Wednesday, at St. Mark's Episcopal church, Cottage Grove avenue and Thirty-sixth street. Capt. Liston was born in Edinburg, Scotland, in 1819, and when a lad took to the sea. For 20 years he sailed on salt water in various capacities, coming, in 1849, to the Great Lakes, holding a master's license. Sailing up the lakes to Chicago, he made his home in this city and engaged in the lake shipping trade, owning a fleet of vessels which were managed by Liston & Co. Twelve years ago he retired from active work. His widow and five children survive him.

Captain J. A. Gaylord, one of the best known men around the lakes, died of cancer, at his home in Green Bay, Wis., last Thursday, and was buried under Masonic auspices. In 1880 Captain Gaylord was appointed keeper of Long Tail Point lighthouse, which position he resigned June 1 on account of ill health. He was born in Delaware County, O., in 1826. At the age of sixteen he took up the life of a sailor, making his first trips between Sandusky and Buffalo. He found speedy promotion through the various grades to captain in 1852, from which time he sailed vessels until retiring from the vocation in 1878, after a career of thirty-five years on the lakes. In 1866 he took his family to Green Bay, between which point and Buffalo he sailed the steamer Rocket since 1862. June 2, the day after his resignation as lighthouse keeper, he retired to his home, after bidding his friends along the docks and on down town streets good-by, predicting his own death to occur in about two weeks. This strange forecast was verified. He leaves an aged widow, one son and two daughters.

BUFFALO.

Special Correspondence to The Marine Record.

The tug Sweepstakes, which has been sent to the coast to tow lake built schooners in the coal trade, arrived at Montreal on Saturday last. It was necessary to pontoon her from Valley Field to deep water.

Nearly two million bushels of grain arrived at this port on Monday. This great quantity was promptly taken care of and the vessels given good dispatch without any extra efforts being made by the ship or owner. Address or dispatch money is not paid or required just at this time, and since the strike has been settled vessels meet with better facilities all round.

A fleet of steel cargo boats for the Canadian Inland Transportation Co. will be built by the Bertram Engine Works Co., Toronto. They are to be used on the route from the head of the lakes to Montreal and Quebec, and will carry 3,000 tons. The vessels will be the full Welland canal size. Two of the fleet are to be ready by next spring, and the others as soon after that as possible.

The Union Transit line steamer James Fiske, Jr., is having a $12,000 rebuild. This is probably all she would sell for at this time, if not a little more, though she was recently rated for insurance purposes at $30,000. She is a wooden craft of 946 tons, built at this port in 1870. The Lehigh Valley boat R. A. Packer, 770 tons and built 11 years later, recently sold for $8,000, though she had about the same insurance valuation.

It now appears that the recent reduction of $5 per month in the wages of surfmen was because the appropriation made by Congress was not sufficient to keep up former salaries, and, at the same time meet the increase occasioned by the expenditure of the department in extending the life-saving service. The general superintendent, S. I. Kimball, may be trusted to do the best possible thing he can for the crews of life saving stations, he is devoted to the service and a life-saver all through, or nothing.

W. J. Connors' yacht Enquirer built here and purchased by the government during the Spanish war and taken to the coast is now for sale. She is appraised at $20,000. It is astonishing how tonnage values fluctuate. When the Enquirer was built for master porter and stevedore W. J. Connors' she cost over double the above amount when the government wanted her, or thought they did $100,000 was about the figure to get her into service, now she is appraised at one fifth of that amount and may probably be sold for a tenth of her cost to Uncle Sam. As the Enquirer will surely be sold at a low figure it is to be hoped that she will be bought back on the lakes, it is a question though if the boss freight handler that built her would take her again on any terms, yachts are costly pleasures and Mr. Connors' knows what dollars are, also how to make and keep them.

IT may be all right, nor do I know any one who could or would say that the angle is not given correctly, but the hydrographic office phraseology seems to have a left-handed swing to it, someway. A notice to mariners sent out this week gives a bearing as W. S. W. ⅞ W. In daily use on shipboard it would be given as W. by S. ⅛ S., and for practical steering W. by S. southerly, or W. by S., nothing to the westward.

CLEVELAND.

Special Correspondence to The Marine Record.

Frank Hickey, engineer of the Pastime, fell overboard at Toledo early on Monday morning last and was drowned.

The steel steamer Texas, 476 feet in length and 50 feet beam will be launched from the Lorain yards of the American Ship Building Co. early in August.

Capt. John W. Moore took a party of friends to the Islands this week on his steam yacht Marietta. Capt. John is wearing well and getting over the rough spots in life as easy as possible.

The steel steamer which was contracted for by the Bessemer Steamship Co. with the American Steel Barge Co., West Superior, will be built at the Globe yards here. She is to be 490 feet over all or 14 longer than at first planned.

The Minnesota Steamship Co. made choice of a very appropriate name for their last launch at South Chicago. The names of the fleet begin and end with the letters M and A. On this occasion they added the Manila to their extensive fleet.

The deal whereby the shipyard of F. W. Wheeler at West Bay City passed into the hands of the American Ship Building Co. has been closed. Two weeks ago the yard was appraised and the papers were signed on Saturday. The plant is listed at about $700,000.

Capt. McKay received a letter from Capt. John H. Irens, steamer Merida, this week, announcing the discovery of a shoal patch between Colchester and Pt. Pelee. Capt Ivens' bearings are so inexact that no information can be gained from his letter or the pencil diagram sent with it.

The D. & C. Line steamer City of Cleveland smashed two paddles on her port side-wheel on Tuesday in working past a vessel at the Lake Shore railroad bridge. The wonder is, that damage is not more frequent in handling these large beamy boats in such a narrow creek as the Cuyahoga.

The large steel tow barge John Smeaton, built by the American Steel Barge Co., at West Superior, Wis., to the order of the Bessemer Steamship Co., Cleveland, was successfully launched on Saturday last. It is expected that the Smeaton will out carry anything now afloat on the lakes.

Mr. A. Osier, western representative of the well known cordage house of De Graw, Aymar & Co., New York City, visited this port during the week in the interests of his firm. Though inclined to be non-commital regarding the business outlook, Mr. Osier seemed fairly well satisfied with the orders coming his way.

There is one small tug that does a little towing, outside of the two large tug lines at this port. The time was when Cleveland tug owners were considered a little uppish but there is excellent service now and there is no port on the chain of lakes that is better equipped, or offers any more towing facilities at moderate charges than Cleveland does.

The docks at the head of the lakes were swept rather clean this spring, the estimated supply for next winter is about 2,700,000 tons. This large quantity must be transported from lower lake ports and it is well able to pay a fair rate for being moved. Coal shippers would do well to hustle for tonnage in time and before 75 cents per ton freight is called for.

It was talked of some time ago in a broker's office that there was very little profit for the underwriters in insuring freight and cargoes. One know-all sneeringly said there was not even lunch money in it. Judging from the way a large Chicago syndicate is corraling this portion of lake business I should call it a "gilded bait," as that combination don't work for nothing.

It would be just as well for our readers to note that Sand Beach, Mich., the harbor of refuge on Lake Huron, is now known as Harbor Beach. This item for telegrams, letters, reporting arrivals, vessels windbound or sheltering, etc. Any lake farer asked where Harbor Beach is, should remember this change of name. The post office people are likely to be sticklers for the correct name.

The fleet of four 500 foot steel steamers will be built at the Lorain yards of the American Ship Building Co., to the order of the American Steel & Wire Co., Chicago. According to the present plans they will have fifteen hatchways, quadruple expansion engines, and water tube boilers tested for 250 lbs. steam, estimated to carry nearly 8,000 tons on 18 feet draft. Cost $350,000 each, or a total of $1,400,000.

The C. & B. line claim this week for their large side-wheel passenger steamer City of Erie a maximum speed of 22 9-10 miles an hour from Dunkirk to Buffalo. This speed, T. F. Newman, general manager of the Cleveland and Buffalo line, says, can't be touched by anything afloat on fresh water. The Erie is steadily improving in speed as her machinery gets down to easy bearings and the other tenth of a mile will be taken out of her in a trip or two. At the same time 23 miles an hour is a fairly lively clip to be passing over the ground.

I stated last week that Capt. Herriman of Chicago, was coming to reside here in the interests of a classification society; it is now on the tapis that rooms will be taken on the third floor of the Perry-Payne building and that the work will be carried on from this end instead of Chicago. The "Windy City" may be the center of and for lake underwriting on hulls and cargoes, as well as freights, but Cleveland has the commerce, building and ownership, after all, the owner pays every cent that is paid for construction, equipment, classing, insurance, etc., and Capt. Herriman's society is no doubt right in locating him here, although its interests were well conserved heretofore by local agents.

When J. J. Hill, president of the Great Northern Railroad built his lake fleet of cargo steamers, he wanted boats 500 feet in length, but was overruled in this particular as being a little ahead of the harbor facilities as well as the shoaler spots in the rivers. Mr. Wolvin contracted for the fleet of 500 footers now under contract, he also made a trip to the Pacific coast for Mr. Hill and rumor had him in Mr. Hill's employ. It was suggested this week by a vesselman that the capitalists had pooled interests in the building of sister ships and that two at least of the big boats might be for the Northern Line, had the contract been signed for six they could have been built at a relative less cost in the total.

FLOTSAM, JETSAM AND LAGAN.

The basin of the St. Lawrence river covers 530,000 square miles, of which 460,000 are in Canada.

The Nile is the longest river in the world, 4,300 miles. The Niger is 2,500 miles, and the Zambezi 1,600 miles.

Lakes Superior, Huron, Erie, Ontario and Michigan have an aggregate area of 94,000 square miles, which is larger than the area of Great Britain.

The greatest bay on the face of the earth is that of Bengal. Measured in a straight line from the two inclosing peninsulas, its extent is about 420,000 square miles.

Knapp's roller boat rolled herself or itself ashore last week on a trip from Toronto to Prescott, her best speed was about 4½ miles an hour, she was finally taken in tow.

Capt Walk—No sir, I did not ground the vessel! There was simply not enough water to float her when she stopped. Owner—Oh, ay, she was loaded too deep I suppose, the bottom was getting nearer the surface and kept coming up.

The House of Lords has finally dismissed the appeal of the owners of the steamer La Bourgogne from the decision holding the steamer responsible for the collision with the ship Cromartyshire, which resulted in the sinking of La Bourgogne, with great loss of life.

The Amazon is regarded as the largest and longest river on the face of the globe. Its length is not accurately known, but it is generally believed to be nearer 4,000 miles than 3,000. The Nile is 3,400 miles long from its source in the Victoria Nyanza to its mouth.

Ten knots an hour is equal to rather more than 11½ miles an hour, a knot or nautical mile containing 6,080 feet This is the admiralty knot. It is a little shorter than the true knot (6,082.66) which is one-sixtieth of a degree or the circumference of the earth divided by 360 by 60.

A strike is talked of this week at the yards of the Maryland Steel Co., Sparrows Point. The number of men involved in the demand for a nine hour day with ten hours pay is 2,500. The men were addressed on Saturday last by J. M. Sullivan, of the Street Pavers' Union, and urged to stick up for their rights. It is difficult to see the connection between shipyard labor and street paving, though of course it is all labor.

A Drawn Bet.—A down East minister in poor circumstances had a purse made up for him by his congregation, and on the same day that it was presented his wife obliged him with a bouncing boy. Two members of the congregation were very curious as to which he would refer to first in his opening prayer on the following Sunday, and a bet was made thereon. The two members duly attended the church and listened very intently for the prayer, and the minister began: "Oh, Lord, we thank Thee for this timely succour" —and the bet was drawn.

The new steel steamer Eureka recently launched at Lorain, started on her maiden trip this week with bituminous coal, 50 cents to Milwaukee. The Eureka, built for the Welland and St. Lawrence Canal trade will probably be taken to the coast in the fall. There is no reason why small, handy craft such as the Eureka should not be kept in service all the year round, kept in the lake trade during the summer and placed in a special coast trade during the winter months. Enlarging the St. Lawrence system of canals is an assurance that more steamers of the Eureka's dimensions will soon be put afloat, then, on the last trip to Montreal, instead of wintering there, or returning to a lake port, they can leave Montreal about the date that Gulf insurance expires and proceed to the New England coast, or trade at the Southern ports in the gulf of Mexico, or around the West Indies, Cuba, Porto Rico and even the foreign owned islands.

Capt. Frietsche left 'Frisco a few days ago for Manila in a sail boat. The only occupant of the small craft, besides himself, was a favorite cat. Sunday two others left port to cross the Atlantic, Howard Blackburn in a sloop rigged, four-ton boat, the Great Western, from Gloucester, Mass., to Gloucester, Eng. Blackburn followed a seafaring life on Gloucester fishing vessels for many years, and in January, 1883, was cast away in his dory on the Grand Banks, with one companion, for five days without food or water. His companion died, but Blackburn was rescued, although he lost his fingers and toes, and was otherwise crippled as the result of his terrible experiences. William A. Andrews also cleared from Atlantic City, N. J., on Sunday, in a little craft he called the Doree, and he will shape a course for the Azores. The boat he is using this time is twelve feet long, five feet wide, and twenty-two inches deep. It has been painted black for the purpose, the captain states, of not attracting the attention of whales and sharks, as he claims to have had trouble with these monsters during his former trips.

It is learned from the Shipping World, London, that the numbers and tonnage of vessels bound to or from the port of Liverpool during 1898 were: Inward 20,505 vessels, of 9,815,008 tons; outward, 20,593 vessels, of 10,332,155 tons. These give the largest totals for many years, viz., 41,188 vessels of 20,147,163 tons. The query arises, are these figures inconclusive, do they mean local, coastwise and foreign tonnage, and if so, whether gross or net, also the ascertained, or estimated value of the commerce or cargoes. There seems to be much to be desired in the methods of computing trade, commerce and shipping of the United Kingdom, much of which is no doubt due to the circumlocution, red tapeism, of the old country's staff of government clerks who are not permitted to show their *raison d'etre* or if so, are scared to suggest what might be considered as an innovation in their clerkly routine. By the way, that word clerkly is a good one, most people write it clerical, but clerical smacks of clerky, and clerky of ecclesiasticism.

BEESON'S MARINE DIRECTORY.

Beeson's Marine Directory for 1899 is now in the hands of its subscribers for the twelfth consecutive time, following the practice of former years, it is bigger and better than ever before. There are a large number of excellent illustrations of subjects of interest to vessel men, there are articles of interest to the trade, lists of vessels, sail and steam, with full information about each, record of engines and boilers, giving type and size of those on each vessel on the lakes, a directory of vessel owners and a classified directory of all those connected with the lake marine in various capacities. There is a list of the vessels lost during 1898, with the manner of their destruction, a description of the various ports of the lakes, the output of iron ore by ranges, ports and mines, and, in short, everything that could be expected of such a work and a good deal more. By the use of addenda the changes of ownership and ratings of vessels are given up to May 10. The book is handsome typographically, and it is a valuable directory of the marine interests of the lakes. It can be obtained from the MARINE RECORD Publishing Co., Cleveland, or at the offices of the publisher, Harvey C. Beeson, Royal Insurance Building, Chicago.

THE county of Cornwall, the southwestern extremity of England, was formerly a noted locality for wreckers, not wreckers as we know them on the lakes, men who lighter cargo, dismantle the hull, and save all that it is possible to secure, in the interest of owners and underwriters, but wreckers according to the old generic term, those who lure ships ashore by false lights for purposes of plunder, etc. The Lizard, or the outlying rocks, called the Manacles, with the long, low dangerous point known as the Land's End, is the Cornish of Cornwall; no doubt the exact locality where the babes in arms used to be taught to lisp their evening petition in this strain: "God bless mammy, God bless daddy and send a ship ashore before morning." The large powerful steel steamers Mohegan and Paris are now piled up in this wreckers ideal locality, where "all the Queen's ships and all the Queen's men coulden't get the old tanks afloat again," and they had to ask the Svitzer Co. to please come and try to float the Paris, so as to save some of their pennies, and they had to do this on other occasions, that is, the Queen's men had to ask the foreign Svitzer Co. to come over and help them. However, this is not what we started out to say. Cornwall is the objective point, as the Paris and Mohegan discovered. On this side the Atlantic we are loaded down with Indian legends, their forest lore, modes of communication, secret recipes for curing all the ills that flesh is heir to, including bites of snakes, and snakes that bite, etc. Now, since every reason in the heavens above, the earth beneath, and the earth under the waters, has been advanced to show cause why these two large steamers stranded, can we not fall back on the secrets left by the ancient Cornishmen, on the sure means of luring a ship to destruction in dark, cloudy, foggy weather. They never get there in clear weather, because the magnet won't work. How then, has the secret been handed down to the present generation, and what is the key to it? Here's a new scent for archæologists to follow, perhaps the lotion, 'potion, substance, devilish charm, incantation, or whatever it is can only take effect at periodic intervals. Whatever the luring qualities of the Cornish coast concatenation may be, it is absolute in its positiveness, its a dum dum, and a sticker. As regards lives, the Mohegan dash appeased that side of the compact, and the voracious maw of the demon charm holds to the material metal of both ships. It may be noted that all the lives that were called for went out with the Mohegan. but there was more hull plunder required for the sacrifice, hence, the holding in a tight grasp of the Paris, which can now only be stolen away piece by piece. The wiseacres make Bacon prove Shakespeare a liar, and savants prove that they both wagged a false pair of jaws, is the key to the Cornish cryptology to be deciphered by the cryptographer, and is it contained in the rendering of the ancient idioms of the Cornish boys, girls or child's evening prayer. With these few gentle hints we leave the subject to be pursued.

TREASURY DECISIONS.

OVERCROWDING PASSENGER STEAMERS.

TREASURY DEPARTMENT,
STEAMBOAT-INSPECTION SERVICE,
Washington, D. C., June 7, 1899.

To collectors and other chief officers of customs, and inspectors of steam vessels:

You are hereby notified that Department Circular No. 80, dated May 27, 1893, in relation to your duties under section 4496, Revised Statutes, is still in force and must be observed accordingly. The essential part of said circular is quoted as follows:

In view of the large number of passengers carried on passenger and excursion steamers, during the season of summer travel, and the frequent complaints that many carry an excess of passengers over the number allowed by their certificates of inspection or excursion permits, it is desirable that officers of the Government whose duty it is to prevent such abuses shall give special attention to the matter and prevent the overcrowding of such steamers by prosecution for penalties, if such action shall be found necessary.

Collectors and surveyors of customs are, therefore, directed to instruct their subordinates to make careful examination of such steamers, and to report all cases of violation of law for prosecution. Extra efforts in this direction should be made upon Sundays, and particularly upon the 4th of July. The section of law referred to herein reads as follows:

Section 4496. All collectors or other chief officers of the customs, and all inspectors within the several districts, shall enforce the provisions of this title against all steamers arriving and departing."

Supervising inspectors will instruct the local inspectors to detail one-half their force upon each alternate Sunday for duty in the vicinity of their home ports, for the purpose of ascertaining, by actual count of passengers, if necessary, whether the law is complied with; and upon the 4th of July the whole force will be so employed. Inspectors of steam vessels will confer with the chief officers of customs of their districts as to the best methods of carrying out this order. In all cases where it is found necessary to prosecute, the officer prosecuting will report all the facts to the Department for its information.

A zealous effort on the part of the officers named herein in the performance of the duties required will, it is believed, effectually check the evil complained of.

In view of a conflict of opinion having arisen in some of the districts as to the authority of inspectors issuing excursion permits on waters not included in the local inspection district issuing such permit, inspectors are informed that any local board of inspectors can issue an excursion permit under section 4466, Revised Statutes, to any steamer then in the waters of their district, to cover all the waters named in the steamer's regular annual certificate of inspection, she being properly equipped and safe, in their judgment, to carry the additional passengers; and such excursion permit is valid, even though used in waters wholly without the district in which the permit is issued. JAS. A. DUMONT,

Supervising Inspector-General.

Approved: L. J. GAGE, Secretary.

BILLS OF LADING.

Bills of lading issued by steamboats or other vessels making a regular business of plying only between ports of the United States and ports in British North America do not require stamps.

TREASURY DEPARTMENT,
OFFICE OF COMMISSIONER OF INTERNAL REVENUE,
Washington, D. C., June 9, 1899.

SIR: Under date of December 23, 1898, this office wrote you regarding the stamping of bills of lading covering shipments from the United States, and informing you that such bills of lading require a 10-cent stamp regardless of the fact that the shipment was transported via a Canadian port, and you were further notified that the exemption in the law of bills of lading issued by steamboats or other vessels lying between ports of the United States and ports in British North America only applied where the ultimate destination of the steamboat or vessel was some port in British North America. In further explanation of this letter, you are informed that it was not intended to impose a tax on bills of lading exempt under the following clause of Schedule A:

That the stamp duties imposed by the foregoing schedule on manifests, bills of lading, and passage tickets shall not apply to steamboats or other vessels plying between ports in the United States and ports in British North America.

You are advised that this office holds that the above clause exempts all bills of lading issued by steamboats or other vessels plying between ports of the United States and ports in British North America, whether the ultimate destination of a shipment is a port outside of the United States and British North America or not. This exemption is meant to apply only to such steamboat lines and vessels as make a regular business of plying between ports of the United States and ports in British North America, and which do not touch at ports outside of said territory.

If an export bill of lading is issued, covering a shipment from the United States into Canada by rail or by any conveyance other than as hereinbefore specified, for consumption or re-shipment elsewhere, said export bill of lading must have a 10-cent stamp affixed thereto.

Respectfully yours, ROBT. WILLIAMS, Jr.,
Acting Commissioner.

MR. J. W. O'GRADY,
Assistant Manager, Bank of Montreal, Chicago, Ill.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing, given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the sun's center is on the horizon, rising or setting. The three elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 23.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.
June 26.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.
June 30.....	E. 31° N.	= N. 5¼ E.	= N. E. by E. ¼ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Amplitudes.	Bearing P'ts,	Bearing Comp.
June 23.....	E. 33° N.	= N. 5 E.	= N. E. by E.
June 26.....	E. 33° N.	= N. 5 E.	= N. E. by E.
June 30.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 23.....	E. 35° N.	= N. 4⅞ E.	= N. E. ⅞ E.
June 26.....	E. 35° N.	= N. 4⅞ E.	= N. E. ⅞ E.
June 30.....	E. 34° N.	= N. 5 E.	= N. E. by E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 23.....	E. 36° N.	= N. 4¾ E.	= N. E. ¾ E.
June 26.....	E. 36° N.	= N. 4¾ E.	= N. E. ¾ E.
June 30.....	E. 35° N.	= N. 4⅞ E.	= N. E. ⅞ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	579,000	387,000	764,000	11,000	287,000
Chicago	5,171,000	4,588,000	998,000	332,000	564,000
Detroit	142,000	136,000	15,000	6,000	1,000
Duluth and Superior	6,139,000	464,000	790,000	129,000	56,000
Milwaukee	39,000	4,000	7,000	.....	77,000
Montreal	464,000	102,000	517,000	4,000	5,000
Toledo	1,061,000	587,000	196,000	2,000	.....
Toronto	45,000	...	20,000	.....	10,000
On Canal	623,000	52,000	626,000	25,000	184,000
On Lakes	666,000	2,544,000	592,000	.....	90,000
Grand Total	27,923,000	12,601,000	7,251,000	819,000	1,359,000
Corresponding Date, 1898	19,089,000	22,172,000	7,093,000	1,039,000	523,000
Increase	322,000	.....	.....	.....	95,000
Decrease	.....	635,000	754,000	73,000	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

WANTED—A MERCANTILE MARINE.

The following is a copy of the plank incorporated in the platform adopted by the Ohio Republican State Convention, June 2, 1899, for the upbuilding of the American merchant marine in the foreign carrying trade.

"For the National defense, for the reinforcement of the navy, for the enlargement of our foreign markets, for the employment of American workingmen in the mines, forests, farms, mills, factories and shipyards, we demand the immediate enactment of legislation similar to that favorably reported to each branch of the 55th Congress at its last session, so that American-built, American-owned and American-manned ships may regain the carrying of our foreign commerce."

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD.)

Seamen—Loss of Lien.—A lien in favor of seamen on the cargo for the freight is not divested by a delivery of the property to one who made advances to the owners of the vessel in fitting her out and furnishing her with supplies before she set out on the voyage. Whitney et al. vs. Tibbol et al., 93 Fed. Rep. (U. S.) 686.

Perils of Navigation—Evidence of Seaworthiness.—Storms encountered during a voyage, although they may have been an adequate cause for an injury to the vessel resulting in leakage and damage to the cargo, are not sufficient to relieve the carrier from liability for such damage, not from the burden of proving seaworthiness, where they were not of such an unusual character but that they should have been anticipated, and it not shown that the injury could not have been provided against by proper inspection and care with respect to the part injured before sailing, and such inspection was not made, nor care exercised. The Aggi, 93 Fed. Rep. (U. S.) 484.

Collision—Navigating Near Piers—Making Landing—Crossing Bows—Damages Divided.—Where, in a collision between a tug and a car float and a steamer while attempting to turn and make a landing at her pier, the tug and float were pursuing a course close to the piers, instead of as near the center of the river as possible, as required by statute, and the steamer attempted to make the turn ahead of the tug at a dangerous rate of speed, exceeding that permitted by statute in such river, and without having received any answer to her signal to the tug, both vessels were guilty of negligent navigation, and hence the damages should be divided. The Shady Side, 93 Fed. Rep. (U. S.) 507.

Negligence—Sufficiency of Evidence.—In an action by a stevedore to recover for personal injuries received while assisting to discharge a vessel, and caused by the breaking of an iron hook furnished by the vessel and used by libelant and his fellow servants, on the ground that such hook was of poor material and had been previously partly broken, the burden rests upon the libelant to prove that the respondent was negligent in the selection of the hook or in failing to keep it in fit condition, and such burden must be sustained by evidence sufficiently clear, distinct, and preponderating to enable the court to find such fact without resort to conjectures or surmises as the cause of the breakage. The Baron Innerdale, 93 Fed. Rep. (U. S.) 492.

Wharf—Liability of Owner—Negligence—A wharf constructed in 1865 was from time to time repaired, and in the fall of 1893 some of the old posts were replaced, and all the new posts and those that were reset were fastened and braced in the wharf. The evidence was uncontradicted that the wharf, as repaired, including the mooring posts, was considered by wharf builders staunch and strong. After a storm of unusual violence had prevailed for several days, the river on which the wharf was situated became much swollen, and its current was rapid. Two ships moored side by side at the wharf broke adrift by the pulling out, under the stress of the wind and tide, of mooring posts to which they were fastened, and struck a ship as she lay moored in the river, causing the damage sued for. Held, that the owners of the wharf were not negligent nor liable for the injuries received. Girard Point Storage Co. vs. Roy, 93 Fed. (U. S.) 574.

Master and Servant—Fellow Servants—Negligent Killing of Seamen.—A steam pilot boat approached an outgoing steamship for the purpose of taking off her pilot, which was to be done by holding the pilot boat as near as safe and practicable to the steamer while a small boat was lowered and rowed to the steamer, returning with the pilot. Held, that a mate of the pilot boat, who had charge of her navigation, was a fellow servant of the men lowering the small boat and the seamen therein, each being at the time engaged in executing a part of a common undertaking in which each took the risk of the others' negligence, and that the owners could not be held liable for the death of the seamen in the small boat though caused by the negligent navigation of the pilot boat by the mate after the smaller boat had been lowered alongside. Carlson vs. United New York Sandy Hook Pilots' Ass'n et al., 93 Fed. Rep. (U. S.) 468.

Collision—Tug and Tow.—A tug having in charge eight canal boats, in three tiers, tied them up on reaching a pier in East river at 1 o'clock a. m., to await the favorable condition of the tide before further proceeding. The night was then clear, and the tug left its tow, and engaged in other work, intending to return at 6 o'clock, when the tide would be flood. At 3 o'clock a fog came on, which at six was extremely dense. The canal boats were tied by a single line, and tailed down the river with the ebb tide, but when the tide rose they started to swing round, and when about half way, and standing out in the stream, a ferry boat rounding the battery in the fog came into collision with the outside boat of one of the tiers and injured it. Held, that it was the duty of the tug, on the coming of the fog, to return and look after the safety of the tows which were still in her charge, and which she had tied up for her own convenience, and that she took all the risk of chances of weather or tide which might result in their injury. Hughes vs. Pennsylvania R. Co., et al., 93 Fed Rep. (U. S.) 510.

MARITIME LAW.

THE LAKME.

(*District Court, D., Washington, N. D., March 25, 1899.*)

SEAMAN — CONTRACT OF EMPLOYMENT—PAROL EVIDENCE TO VARY—SHIPPING ARTICLES. — Seamen who have signed shipping articles for a voyage are bound thereby, and cannot vary, add to, nor take from the terms of the written contract by parol evidence of an additional verbal agreement.

SAME—CONSTRUCTION OF SHIPPING ARTICLES —EXTRA WORK.—Under shipping articles containing no express stipulations in regard to hours of work, seamen are bound to do whatever is required of them for the safety and cleanliness of the ship and the preservation of the cargo, at whatever hours required by the master, on week days, Sundays, holidays, or at night, whether the vessel is under way, at anchor or in port, but it is not their duty to perform labor in handling the cargo on Sundays or holidays, or outside of the usual working hours constituting a day's labor, when the vessel is in port, and there are no circumstances of peril which render it necessary.

SAME—COMPENSATION FOR WORK OUTSIDE OF CONTRACT.—Seamen may be required to perform extra work in manœuvering the ship or handling cargo by the master at any time, he being the sole judge of its necessity; but when required to do such work not contemplated by their shipping articles, and which is merely for the advantage of the owners or charterers, they are entitled to recover reasonable extra wages therefor, or, if induced, by promise of payment, to recover the amount agreed upon.

SAME—LIBEL FOR EXTRA WAGES—COSTS.—Where seamen justly entitled to extra wages claim a greatly excessive amount, and bring action therefor, they will not be allowed full costs. In this case three-fourths of their taxable costs awarded to libelants.

This was a libel by D. Springer and others against the steamer Lakme to recover extra wages as seamen.

HANFORD, District Judge. The libelants in this case served as mariners on board the steam schooner Lakme on a voyage from Seattle to St. Michaels and return, and they have received payment of the full amount of wages for the time of their service at the rate stipulated for in the shipping articles, which they signed; but they have brought this suit to recover payment for alleged overtime at the rate of 40 cents per hour. The testimony of the master, and all of the crew who have appeared as witnesses is to the effect that, at the time of hiring the men, the captatn informed them that they would be paid for overtime at the rate of 40 cents per hour. No such agreement, however, is contained in the shipping articles. The testimony of the libelants also shows that at Seattle, before the departure of the vessel on her voyage, they were required to work on Sundays and after working hours on week days, and that at one or two points between Seattle and St. Michaels they were also required to work on Sunday and during the hours of the night, and on arrival at St. Michaels they discharged cargo on Sunday and on the Fourth of July. They kept an account of the extra hours and Sunday and holiday work, and obtained certificates of the officers that their account of overtime is correct. There is a clear preponderance of the evidence, however, that at Seattle the vessel was loaded and her fuel and cargo was stowed by stevedores and the crew of the vessel did not work on Sundays, or at any other time, except to perform the usual and ordinary duties of seamen in taking care of the vessel, and moving her when necessary, and cleaning up. There is also direct contradiction in the evidence as to the work alleged to have been required of the crew on Sundays at intermediate places, but it is shown by clear and uncontradicted evidence, that the libelants were employed in discharging cargo at St. Michael's on the third day of July, which was Sunday, and also on the fourth day of July; and according to the captain's evidence, on those two days they each worked about 25 hours. The evidence fails to show that there was any emergency or reason for working the crew in discharging the cargo on those days, except to gain time for the advantage of the charterers, and it is not probable that the crew would have worked willingly without being induced by the promise of the captain that they should be paid at the rate of 40 cents per hour.

It is the contention of the libelants that they are entitled, by virtue of the verbal contract which they made with the captain, to be paid for all of their overtime at a rate of 40 cents per hour. This claim is resisted on the grounds that the alleged verbal contract is invalid, if made, for the reason that it is not set forth in the shipping articles, and the libelants did not do any work on the ship in addition to what they were obligated by the terms of their contract to perform for the wages stipulated for in the shipping articles. As to the controverted points the decision of the court is as follows:

1. Seamen who have signed shipping articles for a voyage are bound by the terms of their contract, and it is not permissable for them to vary, add to, or take from the terms of the contract, as written, by introducing parol evidence that there was any different or additional understanding. It is necessary for the protection of seamen that shipowners and masters be held to strict performance of their part of shipping contracts, and justice requires that the same rule be applied in determining the rights of the parties, whether it be invoked by the seamen or their adversaries. The Triton, Fed. Cas. No. 14,181; the Warrington, Fed. Cas. No. 17,208.

2. By a contract of hiring like the one which these libelants signed, containing no extraordinary provisions or express stipulations in regard to the hours which seamen may be required to work, seamen become obligated to do whatever is required of them for the safety and cleanliness of the ship and preservation of her cargo, at whatever hours may be required by the master, on week days, Sundays, holidays, and at night, whether the vessel is under way, or at anchor, or moored in port; but it is not their duty to perform labor in handling the cargo on Sundays or holidays, or before or after the usual working hours constituting a customary day's labor, when the vessel is in port, and there are no circumstances of peril creating a necessity for working extra hours. The monthly wages specified in the shipping articles are legal compensation for all the labor, perils and hardships required in navigating and taking care of the vessel and cargo under the captain's orders, and for handling the cargo in lading and stowing and unlading on ordinary working days and during the customary working hours; but when seamen are required or induced by the master to do extra work in handling the cargo, in port, for the mere advantage of the owners and charterers, and such extra work is outside of the terms of the contract contained in the shipping articles, and in all such cases the law recognizes the scriptural rule that the laborer is worthy of his hire.

3. Seamen are not exempt from working on Sundays and holidays, even when in port, if the master deems it necessary for them to work. Johnson v. The Cyane, Fed. Cas. No. 7381. He is the sole judge of the necessity, and seamen are obliged to obey his orders in manœuvering the ship and working cargo at all times. But it does not follow from this rule that they are not entitled to compensation for working on Sundays and holidays when the ship is in port, and there is no actual emergency. Where they perform such extra labor under compulsion, they are entitled to receive a reasonable amount of extra wages; and where the service is performed voluntarily, but under inducement by promises of the master for extra compensation, they are entitled to receive the reward promised.

4. I am convinced by the evidence that the libelants did not perform any work outside of their ordinary duties as seamen on board the Lakme, at Seattle or elsewhere, prior to the arrival of the vessel at St. Michaels. At that place they did perform 25 hours' labor for the benefit of the charterers, which was not required of them by the contract contained in the shipping articles, and they were induced to perform said labor by the promise of the master that they should be paid for it at the rate of 40 cents per hour.

A decree will be entered awarding to each of the libelants the sum of $10, and three-fourths of their taxable costs. I deem it proper to make a reduction of the costs to be recovered by the libelants, for the reason that the amount claimed by them for extra time is grossly excessive, and it is probable that, if they had claimed no more than they earned, this litigation might have been avoided.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, in their weekly freight report to the RECORD state as follows:

We regret to report that lower rates have been necessary to conclude transactions. Grain tonnage is offering freely at the moment at 3s. to Cork f. o., but does not find ready takers, vessels of large size seeking grain to select ports have accepted 2s. 6d. with berth terms conditions. The demand is far from spirited, and the slightest pressure of tonnage on the market would probably tend to weaken rates. Deal freights from the Bay of Fundy have declined to 42s. 6d., but only a slight concession has been made in rates from the Southern timber ports. Somewhat more activity in time charters has developed, and in some instances slightly better rates have been secured.

The market for sail tonnage has not undergone any change worth mentioning since our last, and we can only repeat that rates remain firm in consequence of limited offerings of tonnage, whilst the demand, though fair, is not sufficiently strong to bring about any important advance.

NOTES.

HAVING been shut out of New York by being denied a continuation of its arrangements with the Central Vermont, since that road came under the control of the Grand Trunk, the Ogdensburg Transit Co. has been obliged to make new connections. It has established a new lake and rail line, consisting of the Murray line from New York City to Troy and the Delaware & Hudson to Ogdensburg, where its own steamers take the freight and carry it to Toledo. This makes an additional competitor in lake and rail traffic, and it will be entitled to the usual differential over the all-rail lines.

THE Japanese battleship Asahi, said to be the largest war ship ever constructed, was launched from the Clydebank yards recently. The vessel is 425 feet long, with a beam of 75 feet 2½ inches, and a displacement of 15,200 tons, at a draft of 27 feet 3 inches. The horse-power of the engine is 15,000 tons and the calculated speed 18 knots. The armament consists of four 12-inch guns, fourteen 6-inch quick-firing guns, eight 3-pounders and four 2½ pounders. The armor belt has a thickness of 9 inches and the protection of the gun deck is 6 inches. The ordinary bunkering capacity is 1,400 tons.

THE following information with respect to the temperature of the ocean may not be altogether without interest. The surface and bottom of the ocean, as is generally understood, differ materially in temperature. All known observations of deep sea temperatures have been arranged on equal projection maps, from which it is estimated that over 90 per cent. of the sea floor is occupied by water cooler than 40 degrees Fahrenheit, 3 per cent. being under 30 degrees, while on the 127,100,000 square miles deeper than a hundred fathoms no annual variations of temperature have been observed, except possibly at the line of meeting of the Gulf stream and Labrador currents. On the 10,100,000 square miles of ocean between the shore and a depth of a hundred fathoms the bottom temperature shows annual variations. A study of the surface waters leads to the estimate that over the entire ocean the area warmed to more than 40 degrees is never less than 75 per cent. of the total, even in the coldest months, while it rises to 87 per cent. in the hottest part of the year.

THE recent loss of the Paris will furnish a theme for members of the old school of flat-footed toilers of the briny to point a moral and perhaps adorn a tale, yarn or narrative. The vessel as the City of Paris was ordinarily successful. There was nothing wrong with her as the Paris except her foreign crew, transferred as an auxiliary to the navy and put in the military transport service she was re-named the Yale, then after the brush with Spain was over she picked up her second name again. Here was a craft sailing under four different names and all within a brief period of time, viz.; City of Paris, Paris, U. S. transport Yale and then Paris again. Without wringing in the Paris of the Trojan war in any way, there are those who will be prone to say that no wonder she came to an unlucky end after being badgered about and changing her name so often, letting it go and then picking it up again. Perhaps if transports retained the mercantile name and were officially known in the War Department only by their numbers, such as transport No. 28, etc., it would be a better system than the late attempt at changing names.

THE United States consul-general at Montreal, Canada, reports that Ontario has 102,118 square miles of woodland; Quebec has 116,521; British Columbia, 285,554; the Northwest territories, 696,952, and the remainder of Canada enough to make a total of 1,248,798 square miles of timber lands. The quantity of white pine in Ontario is estimated at 19,404,000,000 board feet, in Quebec at 15,734,000,000, and in other provinces at 2,200,000,000. Some of the best cedar areas are north of New Brunswick. British Columbia contains the largest solid body of timber area in the world.

MR. ALFRED NOBLE, C. E., of Chicago, has been appointed a member of the commission to determine the most feasible and practical route for a canal across the Isthmus of Panama. This is the third time that Mr. Noble has been honored in connection with canal projects. He was first appointed by President Cleveland in the engineer's commission that investigated the Nicaraguan scheme. Then with two other men, President McKinley selected him two years ago to investigate a plan for a deep water way between Lake Erie and the seaboard, and now he is chosen to serve on the Panama canal commission. Mr. Noble was last year elected president of the Western Society of Engineers.

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CLEVELAND, O., JUNE 22, 1899.

IN A LETTER to the RECORD last week, Mr. P. Quinn, Houghton, Mich., desired to find some trace of his son whom he last heard of several years ago as sailing on the lakes. Three days after the publication of this notice in the RECORD Mr. P. C. Quinn was located at Toronto as first officer of the steamer White Star.

ACCORDING to the official "Notice to Mariners" contained in this issue of the RECORD, we note that Petoskey beacon light will be suspended from a red iron post. Now, why red iron, pray? What particular virtue is there about red iron any more than gray, brown black or even white iron? The next paragraph throws a light on the subject, because, we are told that a small red lamp house stands immediately in the rear of the red iron post. Therefore, we may infer that the iron post, as well as the lamp house, will be painted red.

ADMIRAL GEORGE DEWEY, U. S. N., doesn't favor residing in a home purchased for him by a "tarpaulin muster." The Admiral is an old widower and no doubt would prefer living at his club. A palatial residence, and nothing less could be offered him, would be like a "white elephant" on his hands. Who knows that he wants to go housekeeping any way? The Admiral is very comfortably fixed as regards this world's goods, moreover, he has ballast enough aboard not to be Hobsonized, also, he is a good deal of a sailor, in word and action. Popular craze hunters, from the citizen's subscription faddist to the $100-a-plate epicurean gourmand is not of the Dewey stripe by any means. The shipshape way to honor the Admiral lies with and through the people's representatives when assembled in Congress.

LONE navigation is the crank's favorite fever just at this time. A few days ago Adolph Frietsche, Milwaukee, Wis., left San Francisco for Manila in a small boat, having only a cat for a shipmate. Frietshe is well known on the lakes; he is of the Norse type of physique, also of nativity. He crossed the Atlantic successfully, after clearing from Milwaukee and calling en route at all lake ports. Howard Blackburn, a Gloucester, Mass., fisherman, cleared from that port last Sunday, for Gloucester, Eng., in a small sloop rigged boat, and at the same hour William A. Andrews left Atlantic City, N. J., in a little craft twelve feet long, five feet beam, and twenty-two inches deep. Andrews expects to make the Azores (Western Islands) to refit, etc. This is a free country and its citizens are at liberty to shuffle off this mortal coil any way they please, but, for a fellow to bring the end of his back to an anchor in the stern of a skiff for forty or fifty days, is, to say the least, a slow, poor way to do it, and then perhaps not quite finish the job either.

GREAT LAKES SHIPWRECK AND HUMANE SOCIETY.

It would be an excellent departure if a representative society was formed or organized on the lakes having for its aim the principles of humanitarianism, as embodied more directly in the temporary relief of wrecked and destitute seamen of good character, and a worthy recognition of skill, bravery and personal acts of heroism in the rescue of life from drowning.

Societies and organizations founded on broad principles, as suggested in the foregoing, are not only in existence, but in full and active working order in nearly all maritime countries. In New York we have "The Life Saving Benevolent Association," and at Boston "The Humane Society of Massachusetts," which was instituted in 1785 and still flourishes. These are the only local institutions, of any note, that take cognizance of special acts of bravery, etc., performed by members of the marine community, or at least they are the most prominent local societies that we call to mind at this writing, and their power for doing good has been, and still is, very far reaching.

It is quite apparent that a society of this sort, organized so as to include the waters of the Great Lakes, would be of inestimably greater benefit than purely local institutions, such as we have alluded to in the foregoing. Besides the strictly humane lines on which this society would be founded, with honorary agents at each of the prominent lake ports, it would be the province of the association to take cognizance of all deeds worthy of emulation and award suitable marks, or tokens of appreciation to those who had risked life or limb in efforts to succor or rescue others in distress, and all this, from a distinctly nautical or marine standpoint.

The working plans, system, as well as the routine and special lines of procedure taken in hand by these established societies have been thoroughly developed on the other side of the Atlantic, and, in quoting the British alone, we may point out that in England they have The Royal Humane Society, founded in 1773; The National Lifeboat Institution, established 1825; The Liverpool Shipwreck and Humane Society, instituted in 1839; The Shipwrecked Fisherman's and Mariner's Benevolent Association, established 1839; The Mercantile Marine Service Association, established in 1857. All of these Associations are sustained by voluntary contributions and annual subscriptions, and in view of the necessities of the British Islands were instituted more to preserve life from drowning. They all grant medals, certificates or pecuniary awards in recognition of bravery in risking life to save others; also, give relief to destitute families of any who may unfortunately perish in their attempts to save life.

The Humane Society of the Great Lakes should be founded on broad, generous principles and so that no act of bravery, or the worthy castaway sailor in need of temporary assistance, so far as regards food, clothing or transportation, would be turned away in his dire distress.

Anyone taking an interest in this laudable innovation, would naturally be led to inquire, to whom shall we look as founders and originators of this generally beneficent and humanely influential association of philanthropists. The mind of the inquirer will at once revert to that sterling body of men known as the Lake Carriers' Association and not to the assistance of naval, military, legal, clerical, scientific, mechanical or manufacturing bodies of these respective professions, trades and callings. The powerful, influential and indissoluble Lake Carriers' Association, as now organized, are the men to whom posterity may render tribute, long after the founders of the Great Lakes Humane Society have passed away.

Those who may have only an inkling of the wording of the by-laws and constitution of the Lake Carriers' Association, will readily understand that a humane branch, as such, could not be added to the organization, therefore, we speak advisedly in alluding to the membership as "that sterling body of men." The acting president of the Lake Carriers' Association organized the original and most worthy institution of Lake Carriers, the present 1st vice-president, who is also an ex-president of the association, has for years participated in, and to a great extent, been the main stay of a much similar institution, its legal counsel is a leader of men and minds, also, beneficence personified, such are the heads of the association, and its membership is teeming with generons, whole-souled and upright men of integrity, also of wealth, (not omitting in this particular such men as John D. Rockefeller, M. A. Hanna and others, "too numerous to mention)." It is a foregone conclusion, that, if the president of the Lake Carriers' Association, in his individual capacity, will but take into consideration the merits and wide-reaching beneficence that would be attained by the formation of a Humane Society for the Lakes, the initial work of organization may be said to have been accomplished, that his hands would be sufficiently strengthened, we haven't the shadow of a doubt, and thus would be launched an organization that thousands would thank the day it was founded, as well as the originators who were generous-minded and liberal enough to build it on such a foundation as to admit of its ever increasing sphere of influence on the broad lines of humanitarianism in, around, and among the marine community of the Great Lakes.

OWNERS, masters and engineers of lake vessels are being changed every month. An officer joining a vessel by no means marries her, is not bound or tied to her by any legal or civil process may perhaps be a clearer way of expressing it. There is a transfer of ownership in floating property recorded in the customs district, almost daily during the year, therefore, any publication purporting to give the names of owners, masters and engineers would require frequent revision to be in any way reliable. The changes in officers' berths during a season are also too numerous to make such a list accurate for twenty-four hours at a time. National tonnage, or naval vessels when in commission, usually keep their ownership and the officers remain aboard until, or unless, they are detailed for other service and duties, but in the mercantile marine, included in which is the cargo and passenger carrying craft, there is no tenure of office beyond the disposition of the owner or shore manager of the "wave churners" or "wind jammers." It will therefore be seen, that unlike the Army or Navy, officers serving in merchant ships, not owning a timber head in them, are liable to be, and are, shipped and unshipped at a moment's notice. In the case of vessels being chartered for the season, it is usually the charterer and not the owner who pays the supply bills, wages accounts and other disbursements. We mention these facts because the lakes are being deluged with all sorts of "fake" advertising schemes, some of them embodying a misleading and erroneous list of owners, masters and engineers of vessels, giving the names of men who had at sometime been engaged on board of the vessel, but of whose whereabouts, in many cases, nothing is known regarding them by the officers at present in charge. The Treasury Department publish each year "a blue book" in accordance with the provisions of section 4177 of the Revised Statutes, containing an annual list of all merchant vessels of the United States, also of naval and departmental tonnage, in fact of everything uuder the flag from five tons upwards, showing the rig, name, tonnage, dimensions, where built and port of hail. This government and therefore official "blue book" omits the names, and very rightly, too, of those who are placed in temporary charge of the vessels and their engines, or other motive power. The MARINE RECORD announces all important changes in the transfer of ownership as well as changes in officers in its regular issues.

MAJOR CLINTON B. SEARS, Corps of Engineers, U. S. A., Duluth, Minn., has been detailed for service at Porto Rico, W. I., to be succeeded by Capt. Fisk, Corps of Engineers, U. S. A., lately stationed at Portland, Ore. Lake Superior interests are loud in the praises of Major Sears and the excellent work which he has accomplished. Appeals, petitions and influences have been brought to bear for his retention, but there is no doubt the War Department has given the question full consideration and awarded the distinction of a very important detail to Major Sears, whom all marine interests are at one in acknowledging as one of the best officers in the distinguished Corps of Engineers, U. S. A. All honor to the Major and a hearty welcome to Capt. Fisk, his thoroughly qualified and courteous successor.

STRIKES among dock laborers, longshoremen and freight handlers have been the order of the day since navigation opened. Buffalo led off with the grain scoopers and a dozen minor ports followed suit. Good judgment and concessions on both sides surmounted the difficulties at several points, but Buffalo is still in the throes of the groanings of dissatisfied dock labor. The present outlook indicates that both sides are beginning to agree to disagree and the final outcome is not yet.

AS showing the increase in the size of lake vessels, we note that in 1870 the arrivals at Chicago aggregated 12,739 vessels having a tonnage of 3,049,265. In 1898 there were only 9,428 arrivals, but the tonnage amounted to 7,557,215. Just about the same difference is also found in the clearances. The total arrival and clearances at Chicago in 1898 were 18,990 vessels of 15,243,663 tons. These figures exceeded the foreign trade of New York, also came very close to that of the port of London. The total tonnage entered and cleared in the foreign trade at New York is placed at 14,670,446 tons, and for London at 16,365,906 tons. It is but correct to state, however, that the Chicago total is inclusive of all tonnage, coastwise and foreign, while the New York and London figures are strictly for the foreign trade, and two months of the year we have computed for, of course, there is also the close of navigation at Chicago during the winter months to be taken into consideration, during which time the arrivals fall away down to as low as 61 for the month as opposed to nearly 1,500 as the maximum during the briskest portion of the summer. These few brief figures are suggestive, and in a measure instructive, though, as a clincher, we may add that the Chicago arrivals and clearances during the year ended June 30, 1898, exceeded the combined figures for Boston, Philadelphia, New Orleans and San Francisco, and nearly equaled the aggregate, if the 5,770 vessels entered and cleared at Baltimore, Md., which is the next port to New York, were included in the commerce of the above mentioned four seaports.

IT IS HIGH time that all bridges swung on center abutments should be done away with at lake ports. To keep a single one, blocking the narrow channels of an otherwise congested waterway, argues a lack of engineering ability and adequate talent to devise means of abolishing a grievous obstruction to local commerce. Permanent structures from 100 to 300 feet in length and 30 to 40 feet in width, placed at short distances in navigable waterways, would not be permitted by a community composed of imbeciles, yet, the several municipalities of large lake ports have permitted these unsightly and dangerous commerce destroyers to be built, repaired and rebuilt year after year. Let us imagine, as a parallel case, a number, say from ten to forty large steamers, sunk in the center line of the river and at regular intervals of space at Buffalo, Cleveland or Chicago. How long would these vessels be permitted to impede and obstruct traffic? We venture to say that all the assistance the locality provided would be brought to bear to bring about their speedy and complete removal, yet this is exactly the condition that the center abutments for swinging bridges means to the traffic of the lake ports.

The Holland submarine boat is to have her final test by the Government within a few days, for the purpose of deciding definitely whether the strange craft shall or shall not be adopted by the Navy Department for use in warfare. Representatives of the company owning the Holland boat have notified Secretary Long that they are ready at any time now for the test, and the Secretary of the Navy has signified his intention to set a date for the trial, which will be held at Peconic Bay, Long Island It will be a different test from any of those yet undergone by the submarine boat, and will determine practically her value as a destroyer. The chief claim of the inventor has always been that the boat could approach an enemy's ship unseen and destroy it. In all tests heretofore the Holland has contented itself with a dummy torpedo, but in Peconic Bay a real Whitehead torpedo will be fired at a target, and on the ability of the boat to hit the mark and destroy it will rest her chance of becoming one of Uncle Sam's vessels.

A NOTICE has been sent out by Hon. James A. Dumont, Supervising Inspector-General of Steamboats, Washington, D. C., addressed to collectors and other chief officers of customs, and inspectors of steam vessels, relative to the summer travel on passenger and excursion steamers. A zealous effort is called for on the part of these officers to see that no excess of passengers are carried, also that officers must be detailed to watch the Sunday traffic, and the whole force is to be so employed on July 4th. Besides printing the circular letter in this issue of the RECORD, we have thought it prudent to thus call special attention to the recent order, so that owners, general and passenger agents, as well as other officers of the steamboat lines, may safeguard their interests in this connection.

O. P. AUSTIN, Chief of the Bureau of Statistics, has visited the principal cities of the lakes, including Cleveland, Detroit, Buffalo, Duluth, Chicago, etc., for the purpose of arranging the preliminaries of an elaborate investigation into the trade and commerce of the northwest. To assist him in this work Mr. Austin has engaged Prof. Walter E. Woyd, a specialist in transportation matters, who will begin his work at once. The inquiry already made has developed the fact that while statistics of lake commerce and transportation generally, are inexactly abundant, it is desirble that the system of collecting this data be improved.

IT appears that the report of the Commissioner of Navigation for the Treasury Department fiscal year ending June 30, 1899, will show a growth unprecedented in the history of shipbuilding in this country. It is not known whether the Commissioner has given out this special information in advance, or if his statistics have been anticipated, in any case, this portion of the annual report to the Secretary of the Treasury has been printed as stated. We are still guessing how many 99-100 of a ton has been discarded in the new system of measuring vessels, and what effect such a departure will have on carefully (?) computed totals.

THE battleship Wisconsin is within thirty per cent. of being completed, the Illinois within thirty-five per cent., while the Ohio has only five per cent. of credit to her construction. We mention this percentage of construction to call the attention of the States of Illinois and Wisconsin to the fact that a service of plate, special bunting, library, etc., is the usual presentation to a naval vessel from the State which she has the honor of being named after. Ohio has still lots of time to consider the most choice and appropriate subject of presentation. Whatever Ohio determines upon, Commodore Perry's watchword should be prominently in evidence, "Never give up the ship."

ARCTIC EXPLORATIONS.

A thoroughly equipped scientific expedition is about to start for the frozen north. Dr. Robert Stein, of the United States Geodetic Survey, with two well-known scientists, will embark from Sydney, N. S., on July 20 for an extended exploration of the west coast of Ellesmere land. They will go in the Hope, one of the ships with the Peary expedition.

The Hope will take supplies to Peary at Bowdoin Bay. She will return in September. Dr. Stein's party will be left at Cape Sabine. The scientists who are going with Dr. Stein are a taxidermist from Boston and a physicist and naturalist from Cornell University. They have supplies for two years, and do not expect to return until September, 1900. Collections will be made in natural history, the geological features will be studied, meteorological observations will be taken, dredgings will be made if possible in the surrounding seas and Esquimaux remains investigated and collected. Collections will also be made in botany, which has never been attempted before.

POWER CANAL AT THE "SOO."

The Lake Carriers' Association has recently applied to the War Department for a certified copy of the report prepared by Col. Lydecker and a special board designated for the purpose of investigating the feasibility of the projected water power canal at Sault Ste. Marie. The Department has caused a copy of the report to be made, together with drawings, blue-prints, etc., and forwarded to the Association.

From the preparations being made by the Lake Carriers' Association it is assumed at the War Department that the whole question will be re-opened within a few weeks, and possibly be made the subject of a series of departmental hearings.

THE American Steel & Wire Co. will have its own fleet of steamers to carry ore from its mines to the furnaces, and from the close relations of the new steamship company with the Great Northern road it is thought the ships will later on be a link in a transportation system reaching to Japan. The new transportation concern with a fleet of nine of the largest steamers on the lakes has been organized with a capital of $2,500,000. John W. Gates, vice president of the steel and wire combine, has assumed the presidency of the branch company, and the name of the American Steamship Co. has been tentatively adopted. President James J. Hill, of the Great Northern Road, W. K. Vanderbilt and John D. Rockefeller are interested.

LAKE FREIGHTS.

The feature of the past week has been the raise of 5 cents per ton on bituminous coal to Lakes Superior and Michigan, as indicated in our report of last week, viz. 40 cents and 50 cents. A block of 40,000 tons from Cleveland to the head of Lake Superior has been placed at 40 cents and that is considered the going rate on single cargoes with shippers offering 35 cents all the time and finding a lack of tonnage. The Portage rate is firm at 40 cents. Rates on anthracite from Buffalo have been firm all along at the following figures, with present indications for a raise, Duluth, 40 cents; Milwaukee, 50 cents; Chicago, 50 cents; Gladstone, 40 cents; Lake Linden, 40 cents; Bay City, 35 cents; Green Bay, 50 cents; Portage, 40 cents; Sault, 40 cents; St. Clair, 30 cents.

Iron ore freights have been fairly active but the 70 cent Escanaba rate has in many cases been shaded to 65 cents, or so made to appear, still vessels keep changing ports from Chicago to Escanaba and they report getting 70 cents on ore, at the same time the 65 cent figure is being nominally stuck to by shippers. Every effort is being made to get the ore sent forward, never has Lake Superior shipped such quantities, 100,000 tons a day or 3,000,000 tons for this month is the estimate now and that exceeds former shipments in June by about 750,000 tons. The best possible dispatch is given to vessels at both loading and discharging ports, so that the rush can be said to be immense. If the combination of industries tend this way, then vessel owners can stand some more of it, and ignore any future possible changes. Although $1 on ore has been predicted, it is rather early to speculate on future developments, yet, from the present outlook, improved freight rates for the latter portion of the season seem to be assured.

Grain rates are firm and tonnage in good demand at 2 cents on corn from Chicago to Buffalo, and waiting an Escanaba raise on ore to advance. Lake Ontario 3¼ cents, a fall of ¼ cent, the Milwaukee rate is the same as Chicago. The Duluth rate is nominal and shippers in different at 2⅜ cents for occasional charters.

MARINE LETTERS ADVERTISED AT DETROIT, MICH., POST OFFICE, JUNE 21, 1899.

Ames, D. F., sch. J. M. Hutchinson.
Bladdie, Fred.
Brennan, Peter.
Browe, Herbert N.
Connelly, John A.
Cannon, John.
Colfgly, James.
Creelman, Capt. B. C.
Currie, Hugh.
Depew, Harry.
Dulack, Louis.
Fraser, Hurby.
Farman, Edson.
Gulett, Henry.
Gainford, Wm.
Garvey, John, str. T. Wilson.
Grant, P., str. Samoa.
Grondin, Frank.
Hall, Geo. H.
Hasty, Wm. E., str. America.
Harrington, Fred. N.
Hyem, Alfred, str. Muvamba.
Johnston, W. B., sch. Eddy.
Larkin, Joseph.
Lavely, John H.
Lohr, Frank, sch. Armenia.
Lapanse, Louise.
Moore, Wm., str. Vailima.
Morin, Fred.
Mack, Bert.
Morgan, Chas. J.
Minn, Thos., str. Bessemer.
McNeil, Neil.
McDonald, Geo.
McNamara, M.
Pipher, Annie.
Picor, Geo.
Potter, Chas., str. Linn.
Ryan, Stephen, brg. Monitor.
Rolison, John, str. T. Wilson.
Roberts, Harry P.
Rankin, H. M.
Roberts, Jerome.
Richings, Chas.
Smitzler, B. L.
Sanscrainte, P. L.
Tamhafe, Wm., str. Sevona.
Williamson, Andrew.
Wells, B. S.
Walker, John O.
Ynaves, John, str. Presque Isle.

THE Paris (American Line) has been abandoned by her late owners. Underwriters have engaged a foreign salvage company to get what they can of her, and they are now dynamiting the rocks that she is resting on. If she is ever floated she can't be turned over to the owners again no matter what repairs or rebuild she may undergo. So far as the American Line is concerned the Paris is defunct. Expenses towards releasing, estimated value of damaged hull, equipment, etc., made her a constructive total loss before abandoment by her late owners. This is the only way to make an honest, clean and straightforward constructive total loss. On owners abandonment the loss should be complete and total, unlike the ordinary lake practice.

MARINE insurance is probably the oldest form of prudential association. Its institution has been traced to the Emperor Claudius Cæsar, who, at a time of corn famine in Rome, encouraged the merchants to send away ships for supplies by guaranteeing to make good the value of vessel in the event of wreck or capture.

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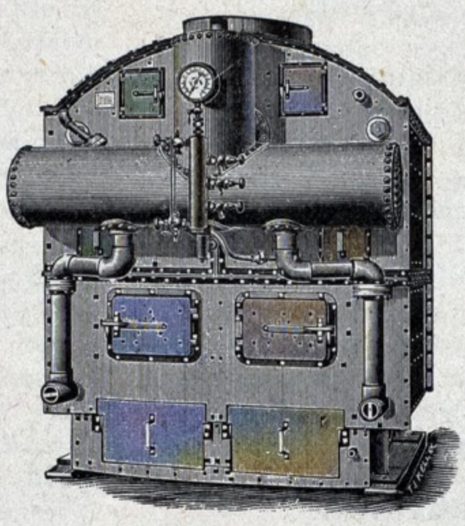

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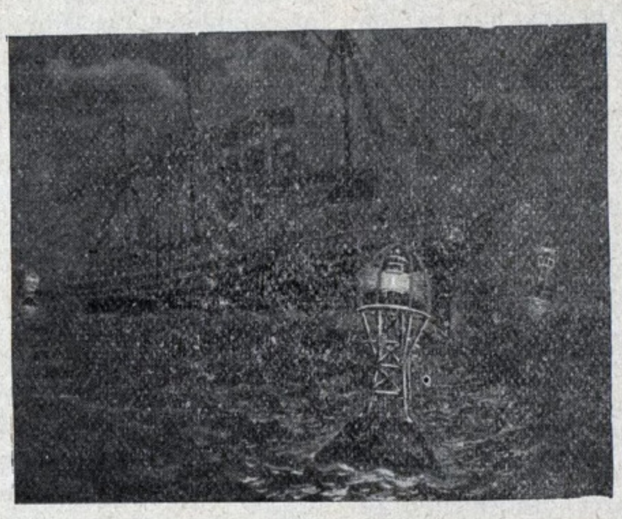

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NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

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OFFICE OF THE LIGHT-HOUSE BOARD,
WASHINGTON, D. C., June 17, 1899.

PETOSKEY BEACON LIGHT STATION.

Notice is hereby given that, on or about July 1, 1899, two lantern lights, one red vertically above one white, will be established at the northerly end of the West Breakwater, Petoskey Harbor, Little Traverse Bay, easterly side of the northerly end of Lake Michigan.

The lights will be suspended from a red iron post, about 25 and 18 feet, respectively, above mean lake level.

A small red lamp house stands immediately in rear of the post.

By order of the Light-House Board:

FRANCIS J. HIGGINSON,
Rear Admiral, U. S. Navy, Chairman.

(BY THE HYDROGRAPHIC OFFICE.)

LAKE MICHIGAN—CHICAGO—FERRIS WHEEL RE-LIGHTED.—The Ferris wheel, situated at the corner of North Clark street and Brightwood avenue, has been re-lighted for the season. The wheel will be lighted by 3,000 incandescent electric lights from dusk until midnight daily, Sundays and holidays included, regardless of the condition of the weather.

The height of the wheel above the ground is 274 feet, and the height above the mean lake level is 305 feet.

LAKE ST. CLAIR—GROSSE POINTE—NEW BUOY.—A 25-foot red spar buoy has been placed in 15 feet of water on the following bearings to mark the position formerly occupied by the Grosse Pointe beacon, which was cut down to the water's edge by ice:

Windmill Point light-house S. 76° W. true (W. S.W. ⅞ W. mag.).

Walker's house, Isle aux Peches, S. 52° W. true (S.W. ¾ W. mag.).

Clubhouse Dock N. 27° W. true (N. N.W. ¼ W. mag.).

This buoy will be known as Grosse Pointe beacon buoy and should be given a berth of about 100 feet so as to avoid the riprap about the old beacon.

LAKE ERIE—SUNKEN WRECK ABREAST OF BAR POINT LIGHT.—Information has been received that on June 3 last the lumber-laden schooner Thomas Dobbie struck a rock abreast of Bar Point light, Lake Erie, and sunk. She lies in 12 feet of water, with her stern in the channel.

A WEATHER PROPHET'S METHOD.

There is a man in Brookfield, Mass., who claims to have forty years' reputation as a good weather prophet and whose system of calculating the number of snow storms during the winter, for instance, smacks somewhat of the mystic. It reminds one, in fact, of the way in which the old skipper worked out his longitude, by multiplying the number of drinks he had before breakfast by the number of times he had an occasion to kick the cat and the number of knots he guessed she made per hour, less the allowance in degrees for leeway. The weather sharp's secret of the method of calculating snow storms is this: "Take the days of the month that the first snow storm appears, add to this the day of the week, to this again add the age of the new moon; the total will tell the number of snowstorms that will occur during that winter. I only count as storms when sufficient snow falls to show the tracks of a cat. Flurries don't count."—Ex.

INVENTION OF THE MARINE ENGINE.

W. Clark Russell, a well-known British writer on marine subjects, in the course of a late contribution to the Pall Mall Magazine, gives the following opinion regarding the invention of the marine engine:

"The invention of the marine steam engine has a vast number of claimants. One looks around the crowd bewildered. If I may, with the utmost modesty, venture an opinion, I should say that the first man to give practical and useful form to the idea of driving a wooden hull by steam machinery was Symington, who, in 1801, fitted up a steamboat at the instance of Lord Dundas for the Forth & Clyde Canal Company. She towed two vessels of an aggregate burden of 140 tons at the rate of 3¼ miles per hour, in the teeth of a strong breeze.

"Justice should be done to John Fitch, however, an American, who so early as 1784 had obtained rights to run steamboats on the waters of Virginia and Maryland. His partner was one Rumsey. Afterward the States of Pennsylvania and New York granted Fitch exclusive rights in the use of their waters. His boat was of nine tons, and his engine drove her five miles an hour. He failed for want of money, and died by his own hands in 1798.

"One who knew him says he could think of nothing but his steamboat, but he fell into rags and broken boots through wandering and talking of her. The same authority says that he met him at the house of a boat builder named Wilson, with whom was associated his blacksmith, Peter Brown, where, after indulging himself for some time in his never failing topic of deep excitement, he concluded with these memorable words: 'Well, gentlemen, though I shall not live to see the time, you will, when steamboats will be preferred to all other means of conveyance, and especially for passengers; and they will be particularly useful in the navigation of the Mississippi river.' He then retired, upon which Brown, turning to Wilson, exclaimed in a tone of deep sympathy, 'Poor fellow; what a pity he is crazy!'"

Injury to Cargo from Leakage.—A steamship had a wooden figurehead under her bowsprit, which was supported by scroll work extending back for several feet on each side of the vessel, to which it was secured by bolts passing through the sides, and fastened by nuts on the inside. This scroll work was subject to the action of the seas in heavy weather, especially when the ship was heavily laden; and such action had a tendency, at least, to loosen gradually the nuts on the bolts, if it did not necessarily do so when continued for any considerable time, and in such event the water would enter around the loosened bolts into the fore peak. The ship started on a voyage of several thousand miles, which would occupy some two months, and during which would occur the autumnal equinox. She was so heavily laden as to bring the scroll work within about nine feet of the water line. The fastenings of the scroll work had not been inspected for two years, and the only inspection made previous to entering upon the voyage, was to ascertain that there had not been previous leakage. A consignment of sugar was stowed in the fore peak, which was injured during the voyage, but no more so than was reasonably expectable. Held, that the facts were insufficient to sustain the burden resting on the owners to show due diligence to render the ship seaworthy at the inception of the voyage, under the requirements of the Harter act. The Aggi, 93 Fed. Rep. (U. S.) 484.

SLAG CEMENT—CONCRETE SUPERSTRUCTURES.

Now that so much concrete is being used for wharves, piers and breakwaters, the question of cost becomes one of importance, more perhaps, to the private individual than to large and wealthy corporations or to government contractors.

The world over, cement, or concrete superstructure work is the rule, as opposed to our temporary pile-driven timber-built erections. On this line of thought the RECORD considered it advisable to touch upon the process of making a durable cement out of furnace slag and the experiments now being carried on to that end, also have we noted the apparently valuable patents granted for this process.

Our recent articles on this subject have, we find, attracted considerable attention among cement users and in other circles, and our comments have been extensively quoted.

The opinion expressed by Mr. Theo. Zwermann, who is well-known in this country and in Europe as an authority on ceramics and cements, and who has had considerable experience abroad in the manufacture and handling of slag products, is, that on account of the quantity of sulphur compounds present in the slag, there is no possibility of any success in making slag bricks; that the record of such enterprises has been one of continuous failure. Mr. Zwermann thinks the farmer's gold brick and the brick from slag are of about equal commercial value; he agrees that if carbonated lime could be amalgamated with the slag, a durable brick might be obtained, but as this cannot be done without weakening the brick, he sees no way of its practical application, and decides that slag bricks can not be taken into account. At the same time he thoroughly endorses the combination of carbonated lime and slag for cement purposes as scientifically correct.

We have been asked for more particulars as to how a reliable cement can be made with slag as a factor. Under certain conditions this can be profitably done, first, however, let us consider how the excess of sulphur which is the real objection to slag is got over.

By the application of Mr. Livingston's patented process slag is used, not as a chief, but as a minor component, e. g.

Slag cement averages 100 parts slag and 15 parts slacked lime.

Slag carbonated cement 100 parts slag and 150 parts slacked lime and 50 parts special clay, with carbons in addition.

The difference is therefore this, that the former produces a cement so high in sulphur that its eventual disintegration is assured, while the latter, though slighty inferior in tensile strength when used for mortar, has no more slag in it than ordinary Portland cement, with which its composition chemically corresponds, and it is by no means unlikely that at long dates its concrete will prove stronger than either Portland or slag cements. Slag advocates have first to get over the difficulty that 2½ % of SO_3, or its equivalents, is rather over the maximum allowable; they have not overcome this hitherto in their productions, while the carbonating process appears to have satisfactorily solved the problem and keeps the sulphur down below the danger line.

As to the commercial advantages of Mr. Livingston's process they will best be made clear by an illustration. Suppose a distant western point, where cement, owing to length of haul and other contingencies, is expensive, and at that point slag is to be had, and lime, cheap; then it follows that a cement for concrete purposes, chemically identical with Portland, and as we have previously shown, in many respects, such as adhesiveness and plasticity its superior, may be made to do the same work for about one-half to two-thirds of the cost of Portland cement.

We have said already that slag or Portland with a high per centage of added lime is not a strong cement if used neat. But cement seldom or never is used neat, and in those few cases where an extra strong cement for coating, etc., is required, a little Portland might be employed, but the bulk of the work could be carried on with mortar from the cement made by the new process, and equally satisfactory results obtained.

It is also to be remembered that a carbonated cement from slag, lime, etc., only requires about half the outlay for plant etc., that a Portland mill demands.

The rapid combination of carbonic acid and free lime obtained by the new process, is a desirable result which no other acid can arrive at without the action of heat, and that, of course, cannot then be used.

DEEP-SEA SOUNDINGS.

An important work will shortly be undertaken by the United States Fish Commission, this being the exploration of the practically unknown depths of the middle Pacific ocean. Preparations for this enterprise, which promises to be of great scientific value, are virtually complete. The vessel to be used for the purpose is the steamer Albatross, upon which a party of scientists, fully equipped with requisite appliances for deep-sea soundings, will leave San Francisco some time in Augnst for a voyage of 20,000 miles. The route mapped out includes a circuit of nearly all the important island groups between the tropic of Capricorn and the tropic of Cancer, and the method of investigation will be most thorough.

At the head of the expedition is Prof. Alexander Agassiz, who has devoted many years to such work, and who ranks among the world's foremost investigators of submarine life and conditions. He will have a corps of able assistants. The appliances to be carried by the vessel will embrace a deep-sea dredge of a size never before used and a deep-sea pump. By means of such apparatus it is possible to bring up animals and plants from great depths. The British naval vessel Penquin recently discovered a spot in the South Pacific Ocean, 800 miles southeast of New Zealand, where the floor of the sea is five and a half miles below the surface of the water, and it is the intention to include this hollow in the area covered by the Albatross' monster trawl.

One interesting question which the expedition will endeavor to settle is whether the ocean, as claimed by Old World explorers, is inhabited by various forms of life at all depths, or whether—which is the contention of Americans—distinct classes of creatures are restricted to particular layers. This will be accomplished by means of a contrivance which enables the net to be opened and closed at any distance, so that hauls may be made at 500, 1,000 or 5,000 feet, without mixing the catch with denizens of other levels.

The information to be gained by the expedition, aside from its scientific value, will be useful in connection with the proposed cable to Manila, supplanting the rather imperfect knowledge that is now available as to the bottom of the Pacific.

THE Nicaragua canal seems at last a certainty. That it will be begun, and that within a few years at most, is an assured fact. The salient features of the report of the Government Commission, now in the President's hands, are given in the current issue of Harper's Weekly, together with three pages of illustrations. From one of them—a bird's-eye view of Nicaragua—an admirably clear conception of the proposed routes may be derived. Of these routes there are two; that upon which the Maritime Canal Co., of Nicaragua, has already begun work, and that proposed by the United States Government Commission. Admiral Walker, Chief of the Commission, estimates the cost of the canal at $118,113,790. This is interesting when it is remembered that the Child's survey, made nearly fifty years ago, set the cost at only $37,000,000. That the expense involved will not in the least defer the completion of the canal is shown by the fact that Congress has authorized the expenditure of $1,000,000 by a new commission to investigate the Panama as well as the Nicaraguan route, and to develop generally a plan for an Isthmian canal.

Shipping—Discharge of Contraband Cargo.—Although provisions in a bill of lading permit the discharge of cargo at other ports than that to which it is consigned in case of circumstances of war, which, in the opinion of the master, render it unsafe to enter or discharge there, the master, as agent of all concerned, is bound to exercise prudence to protect the interests of the cargo by him at another port, as being contraband of war, is not justified unless the facts show that there was reasonable necessity therefor. The Styria, 93 Fed. Rep. (U. S.) 474.

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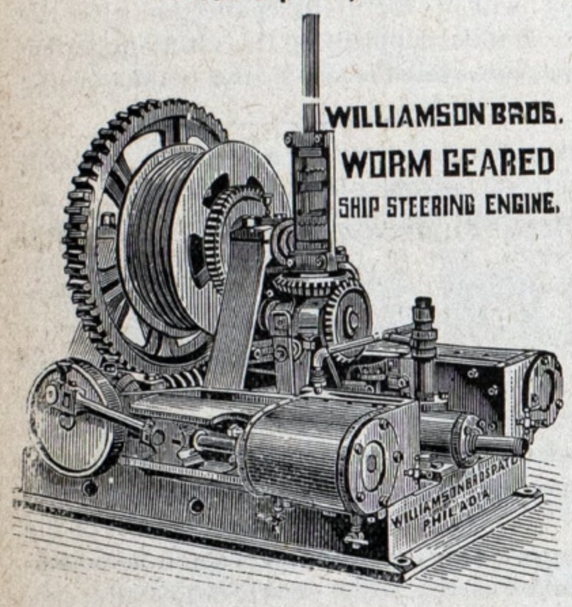

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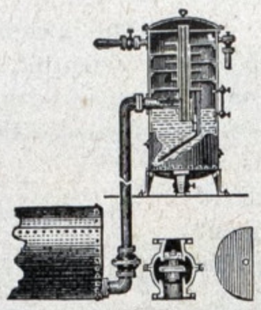

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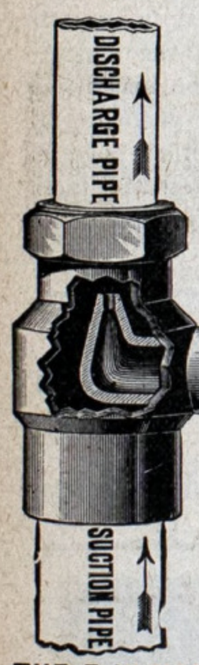

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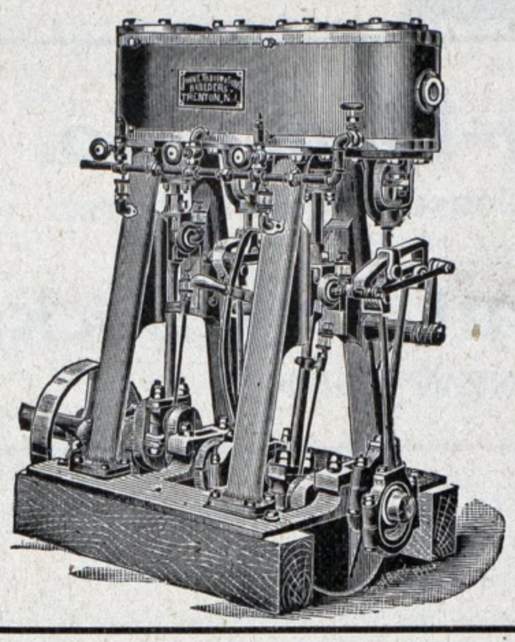

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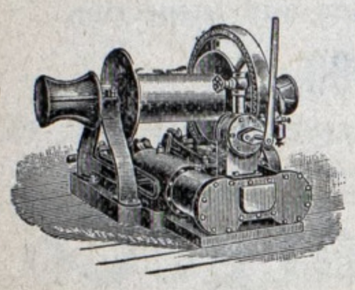

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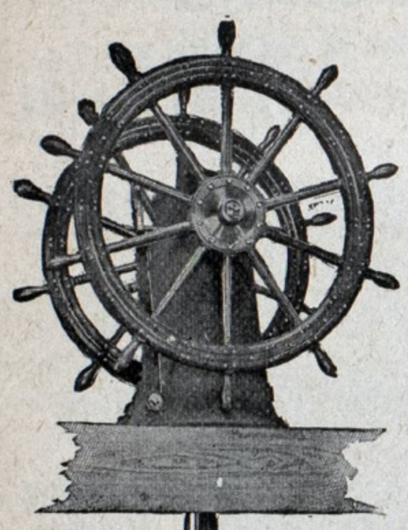

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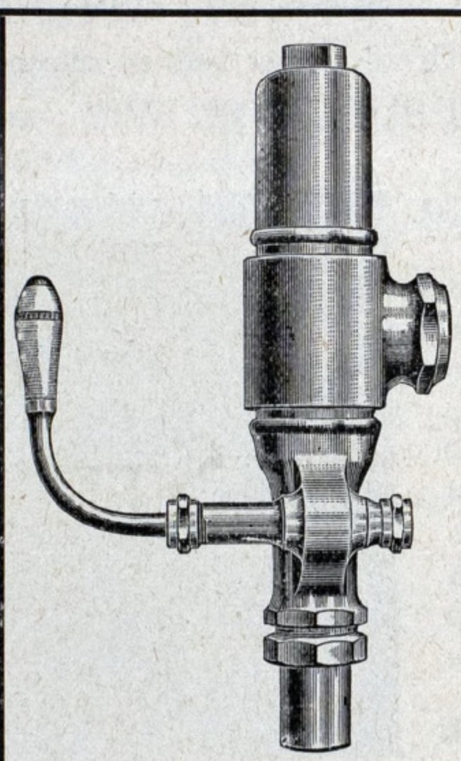

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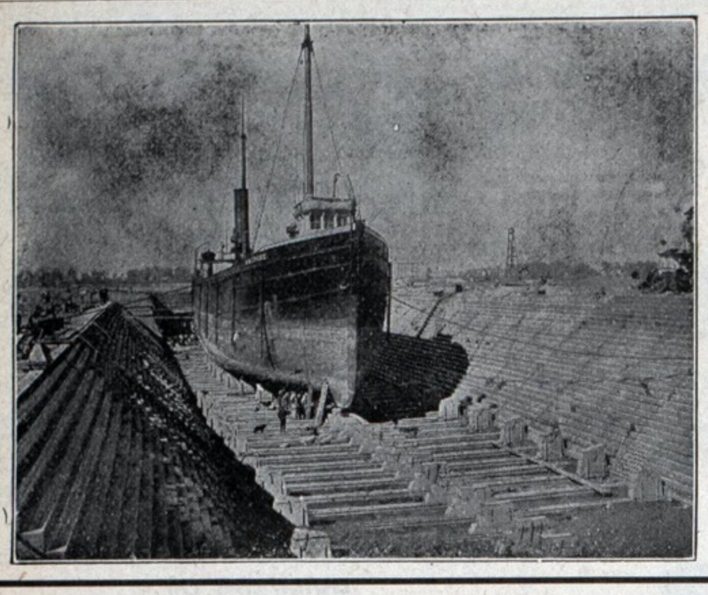

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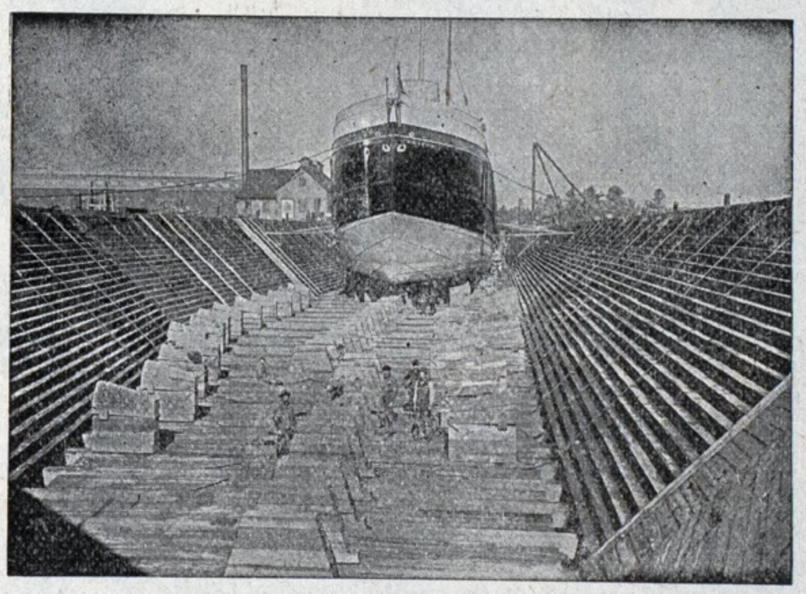


Best Quality of Oak in Stock for Repairing Wooden Vessels of all Classes.

SIZE OF DOCK

Length, Extreme	587 feet.	Entrance, Top	55 feet 9 in.
Breadth, Top	90 " 4 in.	Entrance, Bottom	50 "
Breadth, Bottom	52 "	Depth over Sills	18 "

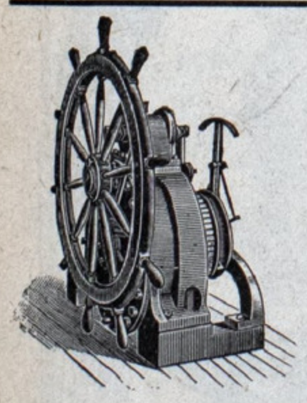
LARGEST DRY=DOCK ON THE LAKES.

Prices for Repairs and Docking same as at Lower Lake Ports.

SUPERIOR, WIS.

A Number of Propeller Wheels in Stock at Dry=Dock.

Queen City Patent Hydraulic Steerer.



The best and most reliable.

Generates no heat in pilot house.

Has large hand wheel.

Can be changed from power to hand steering instantly.

A favorite with pilots.

Send for References.

Queen City Engineering Co.

BUFFALO, N. Y.

MARINE REPAIRING

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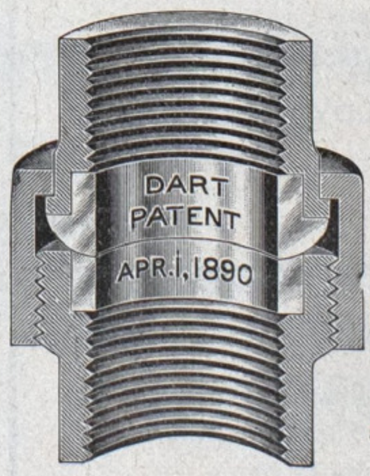
The Goodrich Transportation Co. are prepared to do all kinds of Repair Work to Machinery. Also Joiner Work.

Goodrich Transportation Company's Repair Shops include complete Carpenter and Joiner Shop. New Modern Machine Shop. Blacksmith Shop, including Steam Hammer, Punch and Shears, etc., Brass Foundry.

Repair Shops are adjacent to Dry Dock and are equipped with best Modern Machinery. Portable Electric Drills, etc., complete Electric Power Plant for supplying motors on board ships, and lighting. Night work a specialty. All work in charge of experienced and skilled mechanics. Charges moderate. Twenty-one feet of water alongside of shops.



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